

NEW ADVERTISEMENTS

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, 18th May, 1916, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th February, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th May to the 17th May, both days inclusive.

By Order, H. O. HOLT, Secretary.

Hongkong, 4th May, 1916.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st May, 1916.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee, and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.

THE CHINA-BORNEO CO., LTD., W. G. DARBY, General Manager.

Hongkong, 4th May, 1916.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of the Estate of NATHANIEL JOSEPH EDE, late of "OAKHURST," NETLEY ABBEY, in the County of Hants, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 13th day of May, 1916.

Creditors and Claimants are hereby required to send their Claims to A. SEYMOUR HOPPER, Esq., No. 5, Queen's Road Central, Hongkong, the Administrator of the above Estate, by the above date.

Dated the 1st day of May, 1916.

HASTINGS & HASTINGS, Solicitors for the Administrator, 5, Des Voeux Road Central, Hongkong.

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G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1916, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shaikwan Road, in the Colony of Hongkong, for a term of years, with the option of renewal at a Crown RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

OSAKA SHOSEN KAISHA.

WE beg to inform the Public that the Company's Telephone Numbers have been changed TO-DAY from 246 and 1290 to 744 and 745.

Hongkong, 2nd May, 1916.

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HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the Price of Current for Lighting and Fans will be Reduced to 20 cents per unit.

Discounts will remain as before.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st May, 1916.

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A GRAND CONCERT

will be given in King George's Hall, SEAMEN'S INSTITUTE

on THURSDAY, MAY, 11th, 1916, at 8.15 p.m.

by the CONCERT PARTY from

H.N.S. "LAURENTIC."

A cordial invitation is given to all. Collection on behalf of the Billiard Room and Fan Fund.

Hongkong, May 3rd, 1916.

[635]

WANTED.

By a British Mercantile Firm a Competent LADY STENOGRAPHER, able to write shorthand and type rapidly.

Apply to "N. Y. Y."

Care of "Daily Press" Office.

Hongkong, 5th May, 1916.

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PUBLIC COMPANIES

WILLIAM POWELL, LTD.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, on WEDNESDAY, the 17th May, 1916, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th February, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th May to the 17th May, both days inclusive.

By Order, H. O. HOLT, Secretary.

Hongkong, 4th May, 1916.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st May, 1916.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee, and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.

THE CHINA-BORNEO CO., LTD., W. G. DARBY, General Manager.

Hongkong, 4th May, 1916.

[655]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of the Estate of NATHANIEL JOSEPH EDE, late of "OAKHURST," NETLEY ABBEY, in the County of Hants, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 13th day of May, 1916.

Creditors and Claimants are hereby required to send their Claims to A. SEYMOUR HOPPER, Esq., No. 5, Queen's Road Central, Hongkong, the Administrator of the above Estate, by the above date.

Dated the 1st day of May, 1916.

HASTINGS & HASTINGS, Solicitors for the Administrator, 5, Des Voeux Road Central, Hongkong.

[650]

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1916, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shaikwan Road, in the Colony of Hongkong, for a term of years, with the option of renewal at a Crown RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624,

THE WAR.

MILITARY SERVICE.

DISCUSSION IN COMMONS.

HEAVY GERMAN ATTACK.

HEROES OF KUT.

THE IRISH REVOLT.

FRANCO-BELGIAN FRONT.

STRONG GERMAN ATTACK AT VERDUN.

PARIS, May 5th.

Today's *communiqué* reports that there have been only minor operations, except west of the Meuse, where a most violent German bombardment was succeeded by a strong attack, which was bloodily repulsed, except at isolated points on the front trench.

There was moderate artillery fighting east of the Meuse.

BRITISH COMMUNIQUE.

ENEMY SPRING MINES.

LONDON, May 5th.

General Sir Douglas Haig reports:—The enemy's last night spring mines near Neuville, and one today east of Albert, without altering the situation. There has been considerable artillery activity during the night along the banks of the Somme and opposite Hulluch. There is nothing to report to-day. The artillery have been less active than usual.

As a result of air-fights yesterday we drove down two enemy machines behind the German lines, one being wrecked and the other damaged. We lost an aeroplane which was brought down in the enemy lines.

BAD WEATHER.

HAMPERS OPERATIONS.

PARIS, May 5th.

A *communiqué* states:—Bad weather has hampered operations on most of the front where only artillery action is reported. The bombardment has been increasingly violent west of the Meuse sector and Hulluch. There has been moderate artillery activity east of the Meuse.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE VY ENEMY ATTACKS.

MEET WITH FAILURE.

PETROGRAD, May 6th.

A *communiqué* states:—We have made slight progress south-east of Olyka, and consolidated our gains. Violent counter-attacks were unsuccessful. Heavy enemy attacks in the region of Tarnopol and the Polesia railway were equally failures. On the Caucasus front, in the direction of Baidar, Turkish attacks were repulsed, and also night attacks in the direction of Baidar.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIVE ENEMY ATTACKS REPULSED.

Rome, May 5th.

A *communiqué* says:—Five enemy attacks in the Tolme and Adamello zones were repulsed with heavy losses. The Italian airships dropped two tons of explosives on enemy positions east of Gorizia. One did not return.

AIRSHIP ACTIVITY.

[BRITISH FOREIGN OFFICE CABLE.]

FLEET BRING DOWN ZEPPELIN.

LONDON, May 5th.

The Admiralty officially announces the destruction of a Zeppelin, which about 2.30 this morning approached Salonika. When passing over the harbour it was heavily fired on and hit by the fleet and came down in a blaze near the mouth of Vardar River. There were no survivors.

[THROUGH REUTER'S AGENCY.]

DISCUSSION ON MILITARY BILL.

OBJECTIONS TO MEASURE MAINLY ECONOMIC.

LONDON, May 5th.

On the Second Reading of the Compulsion Bill Mr. Holt moved the rejection of the Bill. Two other Liberals supported him. The objections raised were mainly economic.

Mr. Lloyd George said he would rather be driven out of political life than accept responsibility for refusing the demand of the Military Authorities for men whom the Bill alone could secure. The Bill met the economic objections raised. It was intended to follow the system in vogue in France, where men indispensable for Home industries were kept at home. Mr. Holt's statement that if the war lasted until 1917 we would be unable to stand the financial strain was not in the least true. He had consulted the leading financiers and they were confident of our ability, however long the war lasted, to out-last Germany. Supposing Mr. Holt were correct, it would be the wisest course to apply full power forthwith.

Some of the Cabinet Ministers were more reluctant than others to agree to the Bill. The best argument for the Bill was that those who were ready and those who were reluctant unanimously concluded that the Bill was absolutely inevitable. It is true that the Allies are overwhelmingly superior in numbers, but superiority must be in equipped men. Russia's comparative failure last year was due to a lack of equipment. There had been a great improvement this year, but till Russia had completed the equipment of her troops Great Britain and France who were able to equip their armies should put every available man in the field.

It is essential that we take the utmost possible share of the burdens of this year immediately. The enemy realised the importance of our doing so, and the danger of our not doing so. The adoption of the Bill would be the worst possible news to the German General Staff. He regarded the estimate that the Bill would secure 300,000 men as an under-estimate. He fully appreciated our responsibility in financing our Allies and maintaining our trade, and the difficulties of transport, but taking all into account we had still a substantial margin before we had reached the same sacrifices as France. He wanted the enemy and the Allies to know, if the time came when it would make a difference between defeat and victory, England would summon the whole of that margin to the colours. He ridiculed the idea that conscription would involve unrest among the workers. Elemental virtues knew no class, and patriotism was one of the greatest of these.

Mr. Theodore Taylor (L.) said he opposed the first Compulsion Bill but he would support the present Bill, believing that the situation necessitated it.

Sir John Simon said that the difference between the supporters and opponents of the Bill related to methods, not to objects. There was no limit to the sacrifices the country ought to make, but the problem involved a difficult and delicate adjustment of various needs. He did not believe that the Bill as a whole would add to our national force and strength.

Mr. Henderson, winding up the debate, said the Government had not allowed the General Staff to override it, nor did the General Staff expect it to do so. He repudiated the idea that the Bill had been used to effect industrial compulsion. With reference to the criticism of his supporting the Bill while still Secretary of the Labour Conference, he wished it to be known that he chose his country before his party. (Cheers.) He was convinced that the alternative of conscription was defeat. It was said by Lord Derby that 650,000 men had failed to come forward when the last Act was passed, but the number really was 750,000.

The Nationalists abstained from voting.

[THROUGH REUTER'S AGENCY.]

THE HEROES OF KUT.

LORD KITCHENER'S EULOGY.

LONDON, May 5th.

In the House of Lords Lord Kitchener spoke of the dogged determination and splendid courage of General Townshend and his troops, and the excellence of the former's dispositions for the defence of Kut. He emphasised the strain upon the troops holding the positions under most difficult conditions. In their honourable captivity they would have the satisfaction of knowing that in the opinion of the House and the country they did all that was humanly possible. Their surrender was no discredit to the British or the Indian Army.

Lord Kitchener paid a tribute to the courage and devotion of the relief forces, and thought the House would endorse the words in General Townshend's message. Those who held and those who strained every nerve to relieve Kut alike earned our admiration and gratitude.

Field-Marshal Lord Grenfell said the defence of Kut would long be remembered with admiration by the British Army and country.

FRENCH ARMY'S ADMIRATION.

LONDON, May 5th.

Generalissimo Joffre has telegraphed the War Office expressing in the warmest terms the admiration with which the French Army had followed the heroic defence of Kut and the brilliant efforts of the relief column in face of the most unfavourable conditions, and asks that these sentiments be conveyed to the Commander in Mesopotamia.

The reply thanks General Joffre for his message, and adds that the troops in Mesopotamia will be cheered and encouraged by the assurance of the admiration of the great Army which for many weeks has broken the enemy's most powerful efforts to reach Verdun.

TRIAL OF SIR ROGER CASEMENT.

TO TAKE PLACE PUBLICLY BEFORE CIVIL COURT.

LONDON, May 5th.

It is intimated that Sir Roger Casement will be tried before a Civil Court, as it is desirable publicly to investigate his activities in Germany. It is stated that the trial will begin within a fortnight.

Sir Roger Casement wished Sir Edward Carson to defend him, but this is unlikely.

IRISH IN THE TRENCHES.

THEIR ANSWER TO A GERMAN INVITATION.

LONDON, May 5th.

Captain William Redmond, M.P., has written to Mr. John Redmond, M.P., that the Germans put up on the trenches opposite the Irish Division notices saying:—

"A Revolution has broken out in Ireland. English guns are firing at your wives and children. The English Military Bill has been rejected. We will offer the Irish a hearty welcome."

SHANGHAI IRISHMEN'S RESOLUTION.

LONDON, May 5th.

Shanghai Irishmen have passed a resolution expressing their shame and horror at the disloyalty of a few compatriots.

DEPRESSION IN SOFIA.

MANY DESERTIONS FROM THE ARMY.

ATHENS, May 5th.

There have been many desertions from the Bulgarian Army.

There is great depression in Sofia. Relations between Turkey and Bulgaria are unsatisfactory.

SOUTH POLE RELIEF EXPEDITIONS.

LONDON, May 5th.

The organisers of the Shackleton Expedition have practically given up hope of the *Endurance* arriving at Buenos Aires this season. Therefore it is felt that steps must be taken immediately to send relief expeditions both to the Ross Sea and the Weddell Sea.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN CONSULATE OFFICIAL ARRESTED.

ATHENS, May 5th.

The French have occupied Florina and arrested the Secretary of the Austrian Consulate at Monastir, who was returning from a visit to Athens.

The Austrian Minister at Athens has protested against the arrest.

MENTIONED IN DESPATCHES.

LONDON, May 5th.

The *London Gazette* announces that General Sir Ian Hamilton mentions Colonel R. A. Carruthers, Major C. N. McMullen (15th Sikh), and R. E. Hog (38th Central India Horse), Captain R. E. Coughlin (10th Gurkha), and Surgeon-General W. Babbie.

PRESTON SPINNERS' DEMANDS.

LONDON, May 5th.

A ballot of the Preston district of the Spinners' Union shows that 98½ per cent. are in favour of a strike to enforce the demand for a ten per cent. advance in wages. The Spinners' Executive considers the results of this and other ballots on Saturday.

DAYLIGHT SAVING BILL.

LONDON, May 5th.

The Daylight Saving Bill will be debated on Monday.

GROUP SYSTEM RE-OPENED.

LONDON, May 5th.

The Group system of recruiting, which was temporarily closed on the 29th April, has been re-opened.

DUNDEE EMPLOYERS AND THE STRIKE.

LONDON, May 5th.

The Dundee spinners and manufacturers have decided that unless the calendarers return to work by the 11th inst. all the calendarers' sections will close down.

GREAT BRITAIN'S TRADE.

LONDON, May 5th.

The increases in exports during April have been £4,649,106 and in imports £2,040,780 as compared with the corresponding period last year.

AN INTERESTING VISITOR.

LONDON, May 5th.

Zillah Sultan has arrived in London. He visited the Foreign Office, the Indian Office, Mr. Asquith, Sir Edward Grey, Mr. Chamberlain, and Lord Kitchener, and diplomatists called on him.

A MUSLIM CEMETERY IN ENGLAND.

LONDON, May 5th.

In consequence of Sir George Birdwood's letter of the 21st April, Miss Constance Faithfull, of Tunbridge Wells, a former resident of India, has offered her freehold house and grounds of four acres at Walton-on-Thames, and will meet the cost of laying them out as a Muslim Cemetery. Sir George Birdwood has submitted the offer to Mr. Asquith-Chamberlain, with a recommendation that the property be vested in the India Office, the Cemetery to be administered by a Committee of Muslim Elders.

MEMORIAL TO CAPTAIN SCOTT UNVEILED.

LONDON, May 5th.

Mr. Asquith has unveiled the memorial to Captain Scott, R.N., the famous Explorer.

HOME TURF.

LONDON, May 5th.

The result of the race for the Thousand Guineas is as follows:—

CANYON	1
FIFINELLA	2
SALAMANDRA	3

Ten ran; three-quarters of a length between first and second; three-lengths between second and third. Betting: 9 to 2 against Canyon; 11 to 10 against Fifinella; 10 to 1 against Salamandra.

[Telegram received on Saturday, and published in an "Extra" on Sunday, will be found on page 7.]

FANCY DRESS DANCE.

The annual fancy dress dance in connection with the Royal Engineers' Entertainment Club was held on Friday evening in the R.E. Theatre, Wellington Barracks. There was a large number of dancers. The costumes were of great variety and much originality. Especially amusing were two about gentlemen who were attired as a boy and a girl. The judges were Captain Fordham, R.E., Captain W. L. Carter, R.E., and Mrs. Carter, and other R.E. officers, and the Rev. Mr. and Mrs. Cooper-Hunt. Their task was no sinecure, for it was an exceedingly difficult thing to discriminate between the many really good costumes. The prizes were awarded as follows:—Ladies—Most original dress, Mrs. Axford; prettiest, Miss G. Ruzavet; Gentlemen—Most original, C.P.O. Raffles, R.N.; most comic, Gunner McKay. The prizes were distributed by Mrs. Carter, after which cheers were heartily given for the officers and their wives. A most enjoyable dance was brought to a close at 2 a.m., and the R.E. Entertainment Club are to be congratulated on the success which attended their efforts. The arrangements were entirely in the hands of Corporal Grimes, R.E., who was also responsible for the work of art showing the programme of dances. Corporal Coxon efficiently discharged the duties of M.C.

SLANG AT THE FRONT.

HEADQUARTERS BAN ON USE IN REPORTS.

A divisional order was recently issued, writes W. Buck Thomas from British headquarters, France, that in future no reports were to be made to headquarters in slang. Seldom has an order caused more scratchings of heads or authors' pains. In the trenches you cannot think except in terms of slang, if slang it is to be called, this happy, crisp, and often monosyllabic naming of otherwise clumsy and offensive things.

About the date of the order I found a captain hunched up at a table in a neighbour's dug-out in throes of composition. With no little labour he had just achieved the cardinal sentence in his report. It was to the effect that a 60-lb. projectile from a nine-inch trench mortar had fallen behind trench B17 and failed to explode. "It's a fine sentence," he said, and then, shaking his head meditatively, "But a 'sausage dud' would have sounded much better and saved a lot of pencil." He was right. Indeed, there is something to be said for the formal and official adoption of the trench slang, properly regarded, but admirable shorthand technical terms.

The only reason why they are not accepted as technical is that they are couched in charming Saxon instead of bogus Latin or Greek. What could be better devised to describe the various kinds of shells? The high explosive is "a crump"; the mixed shrapnel and high explosive is "a whizzbang"; and the pip, weak could only be a pip-squeak. He who has once seen the emanations from a "wally" or "Jack Johnson" are as immortal as the "marmites." Both descriptions are rather a compliment than an insult to the 17-inch howitzer.

It would not be a bad idea for the army or corps of division to pay the part of a French academy of letters and formally elect or ban some of these technical terms, giving them a quite precise definition. I would suggest an index expurgatoire. The first might very well start with "dud." Did ever word better indicate its own meaning? A good fat shell falling with a soft pop into mud, and failing to explode is a "dud" because when once the word has been coined it could not be anything else. May we not in future write the word dud without apologetic commas? I suppose much the most popular adjective in the army is "cushy," a word not without merit. The contempt poured on people with "cushy jobs" is only less general than the French scorn for the "cubukquet," and not every soldier is sorry for the man who receives a cushy wound that qualifies him for "blighty."

The French population has been so quick to pick up English words that surprisingly few French words have passed into common use, and we are not at all rule natural linguists. Most soldiers are afraid to attempt the real pronunciation, and instead exercise their ingenuity which is great, in anglicising the commoner worded names into witty equivalents. The best of all is the endearment for the popular "estaminet," the little wine shop that is found wherever troops are billeted, however small the hamlet. At an early date in the war it was called by some with a "just-a-minute."

I suppose it is largely due to the quick wit of the French, but of the fact there is little doubt that an excellent working *lingua franca* has been developed. It is a language of tags and jerks, consisting largely of substantives, chiefly names for foods and drinks. Verbs and conjunctions are particularly rare, but it serves to keep adequate communication alive, and on the occasion of a thousand laughing conversations between the billeting and the billeted.

INDO-CHINA CO.'S DIVIDEND.

QUESTIONS BY DISCONTENTED SHAREHOLDERS.

EXPECTATIONS THAT WERE NOT FULFILLED.

The 33rd ordinary general meeting of the above-named Company, was held at the offices of the general managers, Messrs. Jardine, Matheson & Company, Limited, Des Vaux Road, Hongkong, at 10 a.m., on Saturday, the 26th May. The Hon. Mr. David Landale (Chairman) presided, and there were also present:—The Hon. Sir C. P. Chater, C.M.G., Sir Robert Ho Tung, Messrs. H. P. White and W. C. Bonner (Directors), Mr. H. W. Locker (secretary to the Company), the Hon. Mr. H. E. Pollock, K.C., Messrs. C. E. Anton, E. F. Aulcott, B. Basto, E. A. Beaumont, B. D. F. Beth, C. W. Bewick, C. H. Bowker, C. C. Boyd, A. E. Crapnell, N. V. Croucher, C. A. Davidson, A. Dorby, E. J. Grist, E. D. Hankell, Henry Humphreys, L. N. Leefe, L. A. P. Leite, W. Logan, K. de C. Longmire, T. A. Loughlin, A. R. Lowe, J. McCubbin, R. E. Mc Dougall, N. McIntyre, D. McMurray, J. H. N. Mody, H. P. N. Mody, G. C. Moxon, J. Paterson, L. S. Perry, B. C. Pitts, M. L. Raiton, J. Rodger, F. H. Roff, G. M. Shaw, F. Smyth, C. C. Stark, A. B. Stewart, H. F. Stoneham, J. W. Taylor, P. Tol, J. Walker, E. A. M. Williams, C. Woodhead, W. G. C. Worcester, J. M. Alves, J. Baptista, S. E. da Luz, F. M. G. Ozorio, C. S. Remedio, O. F. Ribeiro, F. J. V. Ribeiro, P. X. V. Ribeiro, J. M. Rocha, C. A. da Rosa, A. H. M. da Silva, A. J. C. da Silva, P. M. N. da Silva, A. M. L. Soares, Ho Tsou, Ho Kow Tung, Ho In, Ho Shui Kit, Ho Kwong, Ho Wing, Lo Cheung In, Wong Lai Sing, Lo Cheung Shui, Chan Chin Nam, Neo Hong Tow, Lau Tak Po, Liu In Cheong, Chan In Ting, with Mr. R. Sutherland (Secretary).

The notice convening the meeting having been read.

CHAIRMAN'S SPEECH.

The CHAIRMAN said:—The report and statement of accounts having been in your hands for some days, I trust I may, with your approval, take them as read.

This is the first occasion on which the general meeting of the Company has been held in Hongkong, and, as you are all no doubt fully cognizant of the proceedings which took place in London on the 13th and 20th December last, in connection with the transfer of the management to Hongkong, it is unnecessary for me to say more than that the action taken will undoubtedly prove of considerable benefit to the Company, allowing as it does of more expeditious settlement of questions of importance. For the information of shareholders generally, a copy of the proceedings at the two extraordinary meetings just referred to are laid upon the table. The change has also enabled various outstanding points of long duration relating to the arrangement between the Company and the general managers to be personally discussed between the directors and the general managers with a view to arriving at a definite understanding on what have been outstanding points for a number of years.

I regret, gentlemen, that in order to hold this meeting today it was necessary to close our transfer books at very short notice. This was due to a variety of causes; in the first place we are very short-handed in our book office owing to the absence of a number of our staff who are in Europe fighting for their country, and it has not been an easy matter, owing to the transfer of the books from London, to prepare the accounts for presentation to you. In fact, I had almost given up hope of holding the meeting to-day until the information we required from London, we found ourselves in a position to complete the accounts. In view of the unfortunate difference which exists between the floating staff and the management, to which I will refer later, I was very anxious to leave to-day for Shanghai in order to be on the spot where the negotiations were going on. The books would have been specially warned that the books would be short and had mentioned the fact in their circulars. We had also been particularly asked not to close the transfer books until the April settlement. I apologise for the inconvenience which it has caused shareholders, and there will be no difficulty in giving long notice in future.

Before passing on to the statement of accounts a brief résumé of trade conditions which prevailed throughout the year under review will no doubt prove of interest. Business in the North opened under normal conditions, and whilst prospects for the Company's vessels on the regular lines appeared to be favourable owing to the limited amount of tonnage operating, there was little indication during the first six months of business would improve to any very appreciable extent. Fair business was, however, maintained, despite the political unrest prevailing and the uncertainty as to the future. The autumn crops were exceptionally good and accounted for satisfactory business being done in the chartering trade from Hankow and Wuhu to the South.

In striking contrast to the conditions prevailing in Home waters, the Southern market at the commencement of the year was in a very depressed state, little enquiry for tonnage being in evidence and competition from outside steamers being severe. Chartering rates during January and February were consequently on a low level, but improved after the New Year holidays. During the spring months several well-known vessels employed in the general chartering trade were withdrawn from the market, being attracted by the better rates offering in Home waters, and the resulting scarcity of tonnage caused a general improvement in charter business. Rates advanced rapidly during the summer season, a considerable amount of tonnage being taken up by time charter. Business continued brisk until the autumn, when heavy stocks of rice caused rates to decline and the market was quiet until well into November. The closing weeks of 1915, however, indicated a marked improvement, the tonnage available being insufficient to meet the demand, and rates again assumed an upward tendency. During the year the vessels on the regular Southern runs secured satisfactory support and rates of freight were increased as considered advisable.

As regards the fleet, our vessels have been kept in a good state of repair, but

during the favourable months of the year a certain amount of tonnage was not available, the time of overhaul was reduced to a minimum, and the matter will be referred to again in my remarks on the statement of accounts. It is only right for me to mention that we have now in the fleet several vessels which may be said to be past their period of usefulness, and in normal times, owing to the present difficulty of purchasing or contracting for up-to-date tonnage, the vessels in question are being used to the best advantage. In course of time, however, as soon as opportunity of replacement presents, they should be substituted by modern vessels and financial provision from time to time made with this end in view.

Turning to the accounts, there are one or two items I should like to refer to. In the first place you will notice in the revenue account an item of £10,000-2-8, being amount of compensation to London directors, auditors, secretary and staff. For the benefit of those present I would explain that such amounts represent compensation and gratuities unanimously recommended by the London shareholders at the extraordinary meeting of 29th December last, which are consequently embodied in the statement of accounts for 1915. In connection with the retiring directors, the recommendation was as follows:—

"That the shareholders desire to place on record their great appreciation of the services rendered by each member of the London board, and as a mark of their appreciation hereby vote the sum of £3,500 as a special honorarium on their retirement, to be divided amongst them *pro rata* according to length of service."

I may here mention that Mr. Henry Keswick and Mr. C. H. Ross did not participate in this honorarium. The balance of the amount of £10,000-2-8 is made up as follows:—

Paid to Mr. A. G. Wells, the former Secretary, who was a very old servant of the Company, the cost of an annuity of £500 per annum £8,750-2-8
Paid to auditors £150-0-0
Paid to Mr. A. W. Eastman in lieu of notice £100-0-0

The remaining amount of some £200, representing compensation to the other members of the London staff in the form of annual salary.

The amount of depreciation which does not call for any comment, this being the sum which, according to the reserve under a depreciation scheme drawn up by experts some years ago and which meets the requirements of auditors and of the debenture trustees. The £10,000 reserved for repairs and renewals is to cover extra works which will certainly have to be done to the steamers when opportunity permits. I have already explained that in the interests of shareholders every effort has been made to take the fullest advantage of the high freight rates, with the result that certain vessels, which, in ordinary times, would have been done, has been postponed, and to provide for this it is thought desirable to make this provision shown in the accounts.

Those who have followed the history of shipping companies operating in Eastern waters during past years are fully aware of the fact that owing to sudden and most unexpected fluctuations of trade regular percentage of earnings on capital are more likely exception than the rule. By this I mean that, whilst a good year may result in satisfactory profits, years follow with persistent regularity, when by force of circumstances a round, have to be made into reserves built up during prosperous times if dividends are to be kept regular. This Company has gone through the same experience as others and during the bad times in 1902, 1903, 1906-1911, our reserves were called upon, and in the case of the general reserve, entirely wiped out. In 1900, the general reserve stood at £70,000; in 1901 it stood at £100,000; in 1902 at £100,000; in 1903 at £100,000; in 1904 at £100,000; in 1905 at £100,000; in 1906 at £100,000; in 1907 at £100,000; and by 1908 it had been entirely wiped out. As regards the underwriters' account the figures were:—In 1900, £206,101; in 1901, £232,267; in 1902, £240,000; in 1903, £241,000; in 1904, £240,000; in 1905, £240,000; in 1906, £240,000; in 1907, £240,000; in 1908, £240,000; in 1909, £240,000; in 1910, £240,000; in 1911, £240,000; in 1912, £240,000; in 1913, £240,000; and in 1914, £240,000. You will no doubt agree that in the light of previous experience, it is of the greatest importance, and sound policy, to once again foster our funds for the rainy days which will undoubtedly be experienced on the termination of the war.

In recommending the appropriation of funds as set forth in the report, your directors had several very important factors to consider, and while it is a matter of regret that the distribution of funds does not apparently meet with the approval of some of the shareholders, I have no hesitation in saying that for reasons hereafter expressed, the recommendation set forth is unquestionably in the very best interests of the Company as a whole.

As you are well aware, the great uncertainty of what is to be contemplated in the way of Home Government Taxation is an embarrassing feature in all Companies registered in the United Kingdom—the ever changing conditions of the Finance Acts preclude of any definite provision being made for future demands. One thing, however, appears certain, and that is that so long as war continues we shall have to contribute increasing amounts to the financial requirements of the Empire.

In addition to the foregoing, we cannot close our eyes to the growing demands of the Government for commercial vessels for use as transports, colliers, etc. Unfortunately it is not desirable in the present circumstances to go too fully into all that has recently transpired in this connection; suffice it to say, however, that the demands of the authorities have been a great source of anxiety to your directors, and while we have no desire to shrink out due proportion of the national burden, still certain exceptional circumstances governing some of our lines justified very full representation, being made to the Government for partial exemption. So far, matters have been allowed to rest, but what the future has in store for us is governed by factors of which we have no knowledge; the outlook, however, cannot by any means be regarded as satisfactory.

While the first months of this year should show very satisfactory results, chartering business has now more or less come to a standstill and there is a general falling off of trade on various lines, more especially in the North. The sudden and drastic change in conditions, it is almost needless to explain, is directly caused by the ever-recurring political upheaval in China which has once more shattered the new prospects of local shipping concerns, and unless some reassuring factor appears upon the horizon such as will give confidence to native merchants, we regret it is only possible to contemplate a period of inactivity with resulting lower earnings.

You will notice that income-tax will be deducted from the preference dividend both here and in London. The directors are divided as to it is necessary for this deduction to be made as otherwise the preference shareholders would share in the profits of the Company for the past year to a greater extent than they are entitled to under the Company's articles. We are advised by counsel that we are not able to assent to income-tax hereafter.

In conclusion, gentlemen, you are all aware that at the present time serious disagreement exists between the Company and some of its floating staff. You will appreciate a that the present strained relations preclude of my making any very full public announcement on the position; it is considered, however, only right and proper that such information should be afforded to shareholders as will not prejudice the Company's case. Briefly speaking, the China Coast Guild claims recognition from the principal Coast Companies; also demands for its members substantial increases of pay, further leave concessions, and a pension scheme. It would appear that the Company's refusal to deal with the Guild is the chief grievance and we regret it is one which for many good reasons we are, under present conditions, unable to concede. To this some way out of the present deadlock on this point may be arrived at, and you may rest assured that everything possible will be done in the matter compatible with the general welfare of the Company.

As regards the conditions of our service, this is a matter which we are at all times willing to discuss with our own men, and it is, perhaps, desirable to add that a general review of what has transpired in the past, both as to the Company's management and as to the staff, will be given in the report. It must be recognised that there is a limit to such Company charges, and comparisons with other Companies operating in various parts of the world, and to the useful purpose. I cannot but feel, for the most part, that at some of our time employed, leading to it at some of this drastic and ill-considered movement. In times of peace, there would be little excuse for such proceedings, but at a critical time like the present, when every British ship and every British seaman is an asset to the nation, and when it is only by the closest co-operation of all parties that the commercial side of the war can be maintained to the country's great monetary benefit, the present situation can only be described as deplorable.

QUESTIONS AND ANSWERS.

The CHAIRMAN, continuing, said he had received from Messrs. Wilkinson & Gigg a list of questions, many of which had no bearing whatever on the accounts or the business at this meeting. He would, however, as a matter of courtesy, reply to these questions.

Questions and answers are as follow:—
Q. (1).—Why was the present meeting of the Indo-China Steam Navigation Company (hereafter referred to as the Company) held at such short notice?
A.—I think I have explained fully in my speech with regard to the necessity for holding a meeting to-day and the short notice of closing the books.

Q. (2).—How much have the general managers made out of the Company for each of the years 1910 to 1915 inclusive?
A. In commission.

(a) In profit on contracts, entered into on behalf of the Company?
At what rate per cent, and on what terms, of account were such commissions charged?
What authority do the general managers claim to have for charging such commissions?
A.—This question does not refer to the accounts now before the meeting with the exception of the year 1915. We were appointed general managers of the Company in pursuance of the Company's memorandum of association. We have an agreement with the Company which was entered into on the formation of the Company by which our charges are regulated and in accordance with which they are made. We have waived our rights to some extent, but their reinstatement is now under consideration. Out of the commission we are entitled to charge we pay all establishment charges and what is left to us is a matter with which we alone are concerned.

Q. (3).—What contracts have the general managers made on behalf of the Company with regard to coal supplies for 1916, and are such contracts made in the name of the Company or of the general managers? Do the general managers receive any commission or profit, and, if so, at what rate, in respect of the contracts for each year? How much have the general managers made for themselves on coal contracts of this Company for each of the years 1910 to 1915 inclusive?
A.—None. The Company contracts, with Messrs. Jardine, Matheson & Co., Ltd., as coal merchants for their supply of coal. The result of these contracts to Messrs. Jardine, Matheson & Co., Ltd., whether a loss or a profit, is the business of Messrs. Jardine, Matheson & Co., Ltd., and not of the Company. The contract for 1916 was fixed by the directors in London on behalf of the Company. We make no profit on any contract we make on behalf of the Company.

Q. (4).—What amount per head is the Company now charging for the conveyance of Chinese coolies to the Straits Settlements? What is the amount paid for the passage of such coolies? Who receives the difference between the amount charged by the Company and the amount paid for the passage and why? Do the general managers and/or does anybody in the employment of the general managers receive any commission or profit, and if so, at what rate, for the conveyance of such coolies? For how long has such practice in regard to the conveyance of such coolies been carried on by the general managers?
A.—The gross amount charged for Chinese passengers to the Straits is at present, \$20 per head, from which has to be deducted fifty cents per head for Government Licensed Broker and \$2.50 per head to the boarding house keepers for food during the voyage and to cover native brokerage. No employees of the general managers receive any commission or profits for fares paid. We have no data with regard to how long the present system has been in vogue; it is of long standing and probably extends over 20 years, or more.

Q. (5).—In or about the year 1914, did the Company have awarded to it the sum of \$3,700, or some other, and what sum, by the Hongkong Government, in connection with the seizure of some opium on the s.s. *Loonyang*? Was such sum of money credited to the Company in account or was it credited to the general managers in account?
A.—An amount of \$3,243.50 was received from the Government as part-value of opium seized on board the s.s. *Loonyang*, not *Loonyang*. This sum does not belong to the Company or to the general managers, but is being in the meantime held by them. Its ultimate disposal will be a matter of consideration, but none of it will be received by the general managers.

Q. (6).—With regard to "the contract entered into with the Hongkong and Whampoa Dock Company" for the construction of two coaling vessels, when was the contract made for each of them, what is the amount of the contract price for each of them, and what commission or remuneration is or will be payable to the general managers by the Company, and when, upon each of such contracts? Furthermore, is the Dock Company paying any commission in respect of the steamers or either of them to Messrs. Jardine, Matheson & Co., Ltd., or to any representative of theirs, and if so, to whom?
A.—The contract was entered into in August, 1915. The price was a favourable one, which is not in the interests of the Company to disclose. The directors in London agreed to pay the general managers 1 1/2 per cent. commission on the cost payable to the instalments for the ships are paid. This rate of commission is in accordance with a long-standing arrangement. The Dock Company are paying no commission to Messrs. Jardine, Matheson & Co., Ltd., or any representative of Messrs. Jardine, Matheson & Co., Ltd.

Q. (7).—Has the s.s. *Lien Shing* been sold, and if so, when, and at what price? What was her look value at the date of sale?
A.—This is a question which I do not think it is in the interests of the Company I should answer, but I am willing to give any information to any shareholders who like to enquire at the office.

Q. (8).—With regard to the item in the accounts of \$24,404.28, 1/4, appearing on the debit side of the balance sheet, under the heading of "Additions to old steamers and payments on account of new ones building," what is—
(a) the amount expended on the old steamers, and
(b) the amount paid on account of the new steamers now building?
What remuneration (if any) have the general managers had for themselves on the amount expended on old steamers?
A.—The amount expended on old steamers was \$259,88.1/4, being cabin accommodation to the s.s. *Hongkong*. The amount spent on account of new steamers now building equals \$21,491.128. 6d.

The balance of \$24,404.28, 1/4, is made up as follows:—
\$78.28, 1/4, on account of a River steamer contracted for at Hong Kong and requisitioned by the Admiralty.
\$2,363.28, 1/4, for the purchase of tug and lighter, for the Yangtze service.
\$3,839.128, for additions to Hu Ka on the Yangtze.
\$207.168. 8d, being the purchase price of an engineer-superintendent's launch at Hong Kong.

The general managers have received no remuneration in connection with amounts expended on old steamers.
Q. (10).—Have any directors' fees been paid or are any such fees proposed to be paid, and if so, to what amount, to the Head of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong, in addition to the share of compensation to London directors paid to the Head of Matheson & Co., Ltd., in London? How much did such share amount to?
A.—The sum of \$3,300 was divided among the following directors:—Sir Edward Behn-Mey, Mr. E. Cousins, Mr. W. Fisher, and Mr. A. P. Simpson. No representative of either Messrs. Jardine, Matheson & Co., Ltd., or Messrs. Matheson & Co., Ltd., participated in this honorarium.

Q. (11).—What is the estimated net profit of the Company from 1st January to 30th April, 1916, on—
(a) the working of steamers;
(b) the sale of steamers?
A.—It is quite impossible for us to give an estimate of the net profit to 30th April, 1916. The books have only just been closed to 31st December. Our Shanghai firm have wired to us that their profit for January on the working of the Northern and river steamers was £15,400.

The profit on the sale of steamers, I have already dealt with.

Q. (12).—In or about the year 1911, did the Company suffer a loss of a large sum, and if so, what sum, owing to the default of an employee or some employees of Messrs. Jardine, Matheson & Co., Ltd., at the Shanghai office? Who was in charge of such office at Shanghai when such loss was discovered? Has such loss ever been disclosed by the general managers, to the shareholders in any, and if so, what, report to the shareholders or, at any, and if so, what, meeting of the shareholders? Was such loss carried to a suspense or to some other, and what account at the time when it was discovered? What has happened to such suspense or other account? Has it disappeared from the books of the Company, and if so, when? Have any, and if so, what, auditors sanctioned the disappearance of such suspense or other account from the books of the Company? Has the amount been refunded or is it still owing to the Company and who is responsible for its repayment? How did such loss occur?
A.—The Company did not suffer any loss at Shanghai or elsewhere by any default or any other act of any employee of Messrs. Jardine, Matheson & Co., Ltd., in 1911 or at any other time.

Q. (13).—Was there a loss through an employee of the Company at Swatow about two or three years ago? What is the amount of such loss? How did it occur? Has such loss ever been disclosed by the general managers to the shareholders in any, and if so, what, report to the shareholders, or at any, and if so, what, meeting of the shareholders? Was such loss carried to a suspense or some other, and what account at the time when it was discovered? What has happened to such suspense or other account? Has it disappeared from the books of the Company, and if so, when? Have any, and if so, what, auditors sanctioned the disappearance of such suspense or other account from the books of the Company? Has the amount been refunded or is it still owing to the Company and who is responsible for its repayment?
A.—The reply to this question is in the negative, but if the death of our late partner in Swatow is referred to, I may tell you that the freight owing by him at his death were paid to the Company by Messrs. Jardine, Matheson & Co., Ltd.

Q. (14).—What percentage of commission is debited to the Company by the general managers in respect of the services of the Borneo agent of the Company? What percentage of commission is in fact paid to such agent?
A.—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (15).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (16).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (17).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (18).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (19).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (20).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (21).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (22).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (23).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

Q. (24).—The Borneo agent is not paid by the Company, but by the general managers out of their commission.

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THE WAR.

The following cables were received on Saturday night and issued in our Early Morning Extra yesterday.

FRANCO-BELGIAN FRONT

[THROUGH REUTER'S AGENCY.]

GERMAN POSITIONS CAPTURED.

BRILLIANT ASSAULT BY THE FRENCH.

PARIS, May 4th, 12.35 a.m.

A communiqué states:—There has been a violent bombardment in the Avocourt sector.

Our troops, in a brilliant assault at the close of the afternoon, carried the German positions north-west of Mort Homme, capturing about one hundred prisoners and four machine-guns. The fighting was intermittent artillery activity.

FRENCH ASSUME OFFENSIVE.

GERMAN POSITION BECOMING DANGEROUS.

PARIS, May 4th, 1.50 p.m.

A semi-official message says: It now appears that the French command at Verdun has definitely passed from the defensive to the attacking of ground by partial counter-attacks. Our advances day by day is removing the enemy's menace against Mort Homme, which, if our progress extends further, is highly probable, will soon be disposed of altogether, as has already happened in the case of Hill 304, which the Germans have not attacked since the retaking of Avocourt Wood at the end of March.

The above account of the situation at Verdun, coupled with the reported civilian evacuation of Metz, from which the French positions at Pont-a-Mousson are distant only a dozen miles, and the long range bombardment of the German communication on the St. Mihiel salient, reported in yesterday's communiqué, suggests that the German position is becoming dangerous.

FURTHER PROGRESS AT VERDUN.

PARIS, May 4th, 4.45 p.m.

The French continue to progress at Verdun.

The latest communiqué says:—We extended and consolidated our gains at Deadman Hill, despite violent artillery fighting in all the West Meuse sectors.

A French artillery preparation inflicted great losses on the enemy. There were only two survivors in one trench.

We defeated a strong German reconnaissance eastward of St. Mihiel. There has been concentrated artillery fire at Vaux and in Woëvre.

The communiqué continues:—Batteries in Belgium, wrecked German organisations on the Grand Dune and blew up an ammunition depot. A French aeroplane fought two Germans at Douaumont and felled one. The other fled.

West of the Meuse, there was a most violent bombardment in the region of Hill 304. A weak German attack on a trench recently captured by us at Mort Homme was stopped by artillery.

East of the Meuse and in Woëvre there was intermittent activity on the part of our artillery. There was nothing else where.

CIVILIANS LEAVING METZ.

AMSTERDAM, May 4th, 12.45 p.m.

It is reported from a trustworthy source that civilians are evacuating Metz.

ARTILLERY ACTIONS.

RECIPROCAL BOMBARDMENTS.

LONDON, May 4th, 1.45 p.m.

General Sir Douglas Haig in a communiqué says:—There has been nothing important during the past twenty-four hours. The operations on both sides have been confined to artillery actions, and there has been little mining activity.

We expended three mine-to-day east of Souchez, simultaneously, bombarding the enemy trenches.

There was also fairly heavy reciprocal bombardments from St. Eloi southwards and west of Angres. Our aircraft carried out considerable work yesterday, despite the thundery weather. Few hostile aircraft were seen.

A SUCCESSFUL RAID.

LONDON, May 5th, 5.00 a.m.

General Sir Douglas Haig's communiqué states that there was renewed activity yesterday at different points. The enemy, after a heavy bombardment, raided our trenches near Monchy and caused some casualties.

The enemy ineffectively exploded two mines at Neuville. We followed a mine explosion at Crasseville by a small successful raid, bombing dug-outs and inflicting casualties. We sprang a mine at Hooge, damaging the enemy's underground workings.

There was nothing special to-day beyond artillery activity.

MORE RUSSIANS LAND IN FRANCE.

MARSEILLES, May 4th.

Confignets of Roussians continue to arrive at Marseilles, and are enthusiastically received.

NAVAL ACTIVITIES

[THROUGH REUTER'S AGENCY.]

A TRIUMPHAL RETURN. GREAT WELCOME GIVEN TO THE "WANDLE."

LONDON, May 4th.

The collier Wandle, which successfully beat off a submarine in the North Sea on the last inst., made a triumphal progress up the Thames towards Wandsworth. The bridge was lined with cheering crowds.

GERMAN STEAMER CAPTURED. DRIFTED SEAWARDS IN A GALE.

TENERIFFE, May 4th.

The German steamer Telle drifted seawards in a gale, and was captured by a British cruiser.

SINKING OF THE "RIO BRANCO."

RIO DE JANEIRO, May 4th.

The Government has cabled for full particulars regarding the sinking of the Rio Branco.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE FATE OF THE L20. CREW JUMP INTO THE SEA.

STAVANGER (NORWAY), May 4th, 12.50 a.m.

When "passing Sandness five or six of the crew of Zeppelin L20 jumped out into the sea. They were rescued in boats by Commander Sejan.

The airship was driven inland and dashed on to a hill-top. The after-body was torn off and fell to the earth. More of the crew jumped out and some were hurled out. The airship rose a little and was driven on, but soon broke in two and descended at Hafslund. A torpedo boat rescued three men who were still in the car, and the fourth jumped out shortly before the airship was driven ashore.

The airship was completely destroyed.

CHASED BY FRENCH CRUISER.

CHRISTIANIA, May 4th.

The crew of the L20 has been interned. The chief reason why the crippled Zeppelin wished to land in Norway was because she was being chased across the North Sea by a French cruiser.

A correspondent on the north-east coast says that one of the Zeppelins on May 2 was apparently hit, as its movements were erratic. This was probably L20.

THE FINALE.

STAVANGER, May 5th.

As the L20 was beginning to roll dangerously in the strong wind a detachment of soldiers fired at it from a distance of 60 yards. It exploded with a great detonation and burst.

BERLIN ADMITS THE LOSS.

LONDON, May 5th.

A Berlin communiqué admits that the L20, one of the Zeppelins which raided England, has been wrecked near Stavanger. The communiqué says that a strong southerly wind drove the Zeppelin northwards. The entire crew was rescued.

COMMANDER DESTROYS THE ENGINES.

CHRISTIANIA, May 4th, 2.45 p.m.

The L20 was one of the largest Zeppelins. When she struck the cliff she broke in half; one of her gondolas was torn off and seven men fell out. Eight had previously jumped into the sea. Three remained on board the wrecked airship, including the commander, who destroyed the engines, throwing parts overboard. The commander said that they left Germany at mid-day on Tuesday and journeyed to the coast of England; they returned at night, but the storm drove them out of their course. The men were nearly exhausted on Wednesday morning, when they sighted the Norwegian coast and decided to descend.

ANOTHER ZEPPELIN DESTROYED.

LONDON, May 5th.

The Admiralty reports that a British light cruiser squadron yesterday destroyed a Zeppelin off the Schleswig coast.

ZEPPELIN RAID ON SALONIKA.

SALONIKA, May 5th.

A Zeppelin raided the town at dawn. It was heavily fired upon and is reported destroyed.

The destruction of a Zeppelin is confirmed. Only one of the crew of thirty escaped.

THE AIR RAID ON DEAL.

LONDON, May 4th.

Two men and one woman were injured in the air raid on Deal.

THE TROUBLES IN MEXICO.

WASHINGTON, May 5th.

An agreement has been reached providing for the co-operation of the Carranzas and American troops in clearing northern Mexico of bandits.

[HAYES AGENCY.]

GREAT STRIKES IN AMERICA. MILLION MEN CEASE WORK.

LONDON, May 5th.

Industrial strikes have broken out in the United States, and a million workers have ceased work. Grave disorders took place at Pittsburgh.

[THROUGH REUTER'S AGENCY.]

THE REVOLT IN IRELAND. THE KING THANKS THE TROOPS.

LONDON, May 4th, 11.45 p.m.

His Majesty the King has telegraphed to General Maxwell as follows:—"Now that the formidable outbreak is finally quelled, I wish to express to my gallant troops in Ireland, the Royal Irish Constabulary, and the Dublin Metropolitan Police, my deep sense of the whole-hearted devotion, duty, and spirit of self-sacrifice with which they have acted throughout."

DEATH SENTENCES COMMUTED.

LONDON, May 5th.

Fifteen further Sinn Féin rebels were sentenced to death, but the sentences were commuted to ten years' penal servitude by the Commander-in-Chief. One death sentence has been commuted to eight years. Two rebels have been sentenced to ten years. Other trials are proceeding.

FOUR MORE REBELS SHOT.

LONDON, May 5th.

The results of the trial of further Sinn Féin rebels have been officially announced. J. Plunkett, E. Daly, M. Chanlon and W. Pearce have been shot.

SITUATION QUIET.

LONDON, May 3rd, 10.25 p.m.

Lord French reports that the situation in Ireland is quiet, and that the collection of arms in Dublin and the arrest of fugitives are progressing satisfactorily. A strict cordon is still maintained. Rebels attacked the police barracks at Oranmore, near Galway, but the police held out till they were relieved. The situation in the West Riding of Galway is well in hand and the rebels have been dispersed. The South of Ireland is quiet and steadily becoming normal. Ulster is normal.

PROBABLE RESIGNATIONS.

LONDON, May 4th.

Mr. Harcourt is mentioned as Mr. Birrell's successor. It is understood that Sir Matthew Nathan, Under-Secretary to the Lord Lieutenant, has resigned, and that other resignations are probable.

SIR ROGER CASEMENT'S TRIAL.

LONDON, May 4th, 12.20 p.m.

It is expected that Sir Roger Casement will be tried for high treason by a court of three judges, presided over by Lord Reading.

CONSCRIPTION FOR AUSTRALIA.

OPENING OF THE CAMPAIGN.

MELBOURNE, May 4th.

The Australian Natives' Association opened a conscription campaign at Victoria, where an overflowing enthusiastic meeting in the Town Hall unanimously expressed the opinion that the needs of the war could no longer be met by voluntaryism, and urging the Commonwealth to fully utilise the services of every citizen.

SHIPPING REQUISITIONED.

LONDON, May 4th, 12.45 p.m.

In the House of Lords, Lord Curzon stated that 43 per cent. of British shipping had been requisitioned for naval and military purposes and another 14 per cent. was carrying foodstuffs, raw material and munitions on behalf of the Government. The Allies would like a further restriction of imports, but it was difficult to satisfy the conflicting interests of the Dominions and the Allies.

DAYLIGHT SAVING BILL.

ITS IMMEDIATE ADOPTION STRONGLY URGED.

LONDON, May 4th.

In the House of Commons, Mr. Asquith said that he hoped to arrange an early date for the discussion of the Daylight-Saving Bill.

Mr. Samuel had written to Sir Henry Newman (who gave notice of the motion) on the subject, emphasising the benefits of daylight-saving, especially as it would release a great quantity of coal that was urgently required by our Allies and ourselves. He mentions that the Chambers of Commerce and Government Coal Committee have unanimously urged its immediate adoption, and that the managers of the great railways are strongly in favour of it.

VENEREAL DISEASES.

LONDON, May 4th.

In the House of Commons Mr. Asquith stated that the Government had adopted the Commission's recommendations regarding the free diagnosis and treatment of venereal diseases. He did not promise legislation upon the other recommendations owing to their controversial nature.

EXPLOSION IN FRENCH FACTORY.

PARIS, May 4th.

A hundred workers were killed and a hundred injured by an explosion in a State factory near La Rochelle.

THE RIOTING IN GERMANY.

HERR LIEBKNECHT ARRESTED.

AMSTERDAM, May 4th.

Those arrested in the Berlin disturbances include Herr Liebknecht, the Socialist. A resolution has been proposed in the Reichstag demanding his release.

THE COMPULSION BILL. READ A SECOND TIME.

LONDON, May 5th, 12.50 a.m.

The Compulsion Bill has been read a second time, the voting being 325 in favour and 36 against.

[THROUGH REUTER'S AGENCY.]

OBITUARY.

ADMIRAL LORD JOHN HAY.

The death is announced of Admiral Lord John Hay.

[Admiral Lord John Hay, the 4th son of the 8th Marquis of Tweeddale, was born at Geneva in August, 1827. He served in the China war in 1842, and was Commodore on the East India Station from 1861 to 1863. He was M.P. for Wick 1857-59, and for Ripon 1860-67 and 1868-71. He was appointed Admiral of the Fleet in 1888 and retired in 1897.]

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

GENERAL TOWNSEND'S LAST MESSAGE.

LORD KITCHENER'S EULOGY.

LONDON, May 4th, 6.30 p.m.

In the House of Lords, Earl Kitchener eulogised General Townsend and his comrades and quoted General Townsend's last message to General Sir Percy Lake:—"We are pleased to know that we have done our duty and recognise that the situation is one of the fortunes of war. We thank you and General Goring and all ranks on the Tigris for your great efforts to save us."

Earl Kitchener added that only imminent starvation compelled them to surrender, and adverse elements along denied access to the relief force. (Cheers.)

BELGIAN SUCCESS IN THE CONGO.

HAVRE, May 4th.

General Tombeur, commanding the Belgians on the Eastern frontier of the Congo, reports that on May 3 they turned the enemy positions defending the passage on the Ruzizi River, and landed on the German shore of Lake Kivu. Supported by gunboats, they forced the enemy to evacuate their positions on the Upper Ruzizi. The Belgians to the south of the lake crossed the river and occupied the German positions at Shungu. They also penetrated the German territory north of Kivu.

THE LOST "TUBANTIA" TORPEDO FRAGMENTS FOUND.

According to a statement issued by the Ministry of Marine, says Reuter's correspondent at The Hague, two empty boats belonging to the Tubantia were picked up by a steamer of the Batavier Line and brought to Rotterdam. Some pieces of metal found in these boats were sent to the Admiralty for examination. They comprise (1) a piece of bronze, about 10 inches long, about 3 1/2 inches wide, and 5/8 to 1 inch thick. (2) Eleven small pieces of bronze, some of which were still a little tin. (3) Two small pieces of bronze covered with tin, in which there were small semi-circular threaded screw-holes. (4) Three strips of zinc and a little piece of copper.

An examination into the origin of these pieces of metal made in the torpedo factory at Amsterdam gave the following results. The colour and shape of the first mentioned piece of bronze gave reason to suppose that it came from the air-chamber of a torpedo. An elasticity test was applied to the biggest piece of bronze, measuring 6 centimetres in length by 44.6 millimetres diameter. With a total pressure of 2,920 kilograms per square millimetre the extensibility was 3 millimetres or 5 per cent. This very high elasticity strengthens the supposition that the bronze came from the air-chamber of a torpedo. In this connection it is mentioned that, so far as is known, it is only some pieces of old-fashioned torpedoes that are fitted with bronze air-chambers. As to the origin of the other pieces of metal nothing can be stated with any degree of certainty.

The Secretary of the Admiralty states that in connection with the statement by the Hague Ministry of Marine telegraphed by Reuter the following facts should be noted:

(1) During the present war six German bronze torpedoes complete have been picked up in the North Sea and Channel. (2) The dimensions, the screw threaded holes, and strength and elasticity given all point to the metal being portions of the air-chamber of a bronze torpedo. (3) There is no portion of any French or British torpedo or mine consisting of metal of this size, thickness, or strength. (4) So far as our knowledge goes, in every case (except one) in which a ship has been torpedoed by the Germans a bronze torpedo has been used.



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TJIFANAS	JAVA & SAIGON	9th May	17th May	BATAVIA
TJILIWONG	JAVA & MAKASSAR	10th May	17th May	ROBR
TJILATJAP	KOBE & AMOY	12th May	15th May	BATAVIA

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S.S. "KARIMOEN"	12th July
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MANAGING AGENTS.

Yok Building, Hongkong, 14th April, 1916.

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Hongkong, 19th April 1916.

19

SHIPPING

ARRIVALS.

CHINGHONG, British str., 1,105, Jas. Doyle, 5th May—Port Paraveral 3rd May.
 Lime Stone, Shewan, Tones & Co.
 FAUSANG, British str., 1,410, H. S. Mal-
 19th May—Sagun 2nd May, Rice.
 Jardine, Matheson & Co.
 HAICHING, British str., 1,267, W. C. Passmore,
 6th May—Sagun 1st May, Rice and
 Mual—Oiler.
 HAIMUN, British str., 620, H. M. Russell,
 6th May—Bangkok 30th April, Gen-
 eral—Order.
 HALVARD, Norwegian str., 1,886, C. Bilk,
 7th May—Sagun 2nd May, Rice.
 Thorsen & Co.
 HANGCHOW, British str., 906, 6th
 May—Chingwan 30th May, Coal.
 Butterfield & Swire.
 HIRANO MARU, Japanese str., 4,337, H.
 Fraser, 6th May—Shanghai 3rd May,
 General—Nippon Yusen Kaisha.
 HOPKINS, British str., 1,350, C. A. Robert-
 son, 6th May—Bangkok 28th April,
 General—Jardine, Matheson & Co.
 KUMSANG, British str., 2,047, F. Wheeler, 6th
 May—Calcutta via Singapore 22nd April,
 General—Jardine, Matheson & Co.
 SHIYO MARU, Japanese str., 4,771, T. Ota,
 6th May—Moit 1st May, Coal and
 General—Toyo Kisen Kaisha.
 SEIYU MARU, Japanese str., 1,983, R.
 A. 6th May—Keelung 3rd May, Coal.
 Order.
 TITANIC, Dutch str., 8,000, Sekolben, 6th
 May—Sagun 2nd May, General—Java-
 China Japan Line.
 YAT SHING, British str., 1,424, R. Y. Ander-
 son, 8th May—Kobe 30th April, General
 Jardine, Matheson & Co.

DEPARTURES.

May 6th.
 BANDAI MARU, Jap. str., for Mitke.
 CHINGHONG, British str., for Tientsin.
 CYCLOS, British str., for Shanghai.
 HONGKONG, British str., for Amoy.
 KAMO MARU, Jap. str., for Shanghai.
 LOONGSANG, British str., for Manila.
 NINGBO, British str., for Saigon.
 OKAWA, British str., for Singapore.
 SHANGHAI, Chinese str., for Canton.
 TAMON MARU, Jap. str., for Canton.
 TENYO MARU, Jap. str., for Shanghai.
 ROUGEVEN, French str., for Saigon.
 YETI MARU, Jap. str., for Chingwan.
 May 7th.
 AMARUSA MARU, Jap. str., for Tamsui.
 CHINGHONG, Brit. str., for Port Paraveral.
 HAICHING, British str., for Singapore.
 HIRANO MARU, Jap. str., for Singapore.
 KOTSU MARU, Jap. str., for Taka.
 OKAWA MARU, Jap. str., for Keelung.
 SUSHI MARU, Jap. str., for Dairen.
 SUSHI MARU, Jap. str., for Canton.
 TATON MARU, Jap. str., for Hongkong.
 WINGANG, British str., for Hongkong.

PASSENGERS.

ARRIVED.
 Per *Kanung*, from Singapore for Hong-
 kong, Mr. Gray, Mr. and Mrs. Alexander and
 child, Mr. and Mrs. Wood, Mr. Walsh and
 Mrs. Martin.
 Per *Yat Shing*, from Kobe for Hongkong,
 Mr. J. Brown.

DEPARTED.
 Per *Hirano Maru*, for London, etc.,
 Mrs. A. Gibson, Mr. Plummer, Mrs. M.
 Shearer, Miss M. A. Rayo, Mr. S. M.
 Kutska, Mr. Shibasaki, Dr. and Mrs. S.
 C. Yin, 3 children and nurse, Mr. P. W.
 Morris, Mr. D. Dove, Mr. G. Suganuma,
 Major and Mrs. Barnes, Mr. C. L. M.
 Watanabe, Mr. O. H. Howard, Miss E.
 C. Brown, Miss P. M. Poynder, Mr. P.
 J. Johnson, Mr. F. S. Harrop, Miss F.
 Moorhead, Mr. F. D. Moorhead, Mr.
 Ikeda, Mrs. Kuryama, Miss Rudkin,
 Messrs. S. Hashimoto, T. Hasegawa, U.
 Miki, Kowaguchi, C. Ishii, S. Takeuchi,
 Sakamaki, G. Shibuya, Suzuki, S.
 Inoue, C. Nishiyama, R. Ishibashi,
 Gopoudal, J. Duarte Lemos, and S.
 Gaganand.

Per *Tenyo Maru*, for San Francisco,
 etc., Mr. J. J. Blundell, Mr. and Mrs. C.
 Baker, Mr. L. Blundell, Mr. C. A. Brok-
 way, Mr. and Mrs. E. C. Brown and
 child, Mr. and Mrs. P. Beckner, Rev.
 and Mrs. Curlew and 3 children, Mr. E.
 A. Carvalho, Mr. T. B. Christopher, Mr.
 J. J. Carey, Capt. Carlo, Mr. D. W.
 Callahan and servant, Miss E. Caruth,
 Mr. A. Derby, Mr. and Mrs. Delbourn,
 2 children and servant, Mr. and Mrs. M.
 Ede, Mr. and Mrs. A. C. Finney, Mrs.
 P. Fillmore, Mr. and Mrs. Joseph Gould,
 Mr. J. J. Gilmore, Mr. F. W. Gibbins,
 Mrs. M. S. Jones, Mr. H. R. Johnson,
 Mr. E. Kadorie, Mr. K. Kagayama,
 Miss F. K. Kienle, Mr. and Mrs. D.
 Landale, child, infant, and 2 maids, Miss
 H. E. Lucas, Mr. and Mrs. H. W.
 Looker, 2 children and maid, Mr. S. de
 Leon, Capt. Mori, Mrs. Martin and 3
 children, Mr. and Mrs. P. A. Meyer and
 child, Mr. H. E. McCann, Mrs. A. R.
 McCullough, Mr. and Mrs. H. A. Meyer,
 Mr. and Mrs. D. E. Miller and child,
 Mr. R. Nash, Miss G. Martin, Mrs. H.
 H. Newman, Miss L. S. Oozie, Mr. O.
 H. Peterson, Dr. E. H. Rudiger, Mr. H.
 Sakel, Rev. and Mrs. W. L. Soper, and
 3 children, Mrs. O. W. Swanson, Dr. and
 Mrs. Shelby and 3 children, Mr. R. J.
 Webster, Mrs. Wm. A. Wilson, Mr. Walker
 and servant, Mr. and Mrs. D. Wood, Mr.
 and Mrs. H. B. Wood, Mr. Walle, Mr. G.
 Gatschelschides, Mr. A. Mischaicoff, Mr.
 A. Mischaicoff, Mr. V. Laumann, Mr.
 and Mrs. W. H. Koeble, Mr. and Mrs.
 T. Seddall, Mr. V. Solovieff, Mr. and Mrs.
 Z. Zubkoff, Mr. G. Soukhovetsko, Mr.
 and Mrs. A. Dindoff, Mrs. S. Carvano
 and 2 children, Mrs. M. Albuquerque and
 child, Mr. and Mrs. B. B. Hunter, Mr.
 and Mrs. H. Linton, Miss P. Donbo, Mr.
 S. Tait, Mr. A. C. McVinn, Mr. T. S.
 Svinasky, and Mr. E. H. Ivanoff.

VESSELS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. str. *Nagara* left Singapore
 for this port yesterday, at noon, with the
 outward English mails, and is due to arrive
 here to-morrow, at about noon.

CANADIAN MAIL.
 The str. *Monteale* arrived at Moji on
 Friday, the 5th inst., at 7 a.m.
 H.Y.M. str. P. C.
Curmishshire, from England, is due in
 Hongkong end of May.

LATEST STEAMER MOVEMENTS.

The str. *Empress of Russia* left Naga-
 saki on Saturday, the 6th inst., a.m.,
 and is due to arrive at Manila to-morrow.
 The str. *Beulah*, from Middlebro' and
 London, left Singapore for this port on 5th
 inst., and may be expected to arrive here on
 or about 11th inst.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the station.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Pilot.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SINGAPORE, MALACCA, PENANG, &c.	KAGA MARU	Jap. str.	10th May	B. Truda	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
LONDON & BOMBAY via USUAL PORTS OF CALL	NANKIN	Brit. str.	10th May	G. Manley	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & BOMBAY via USUAL PORTS OF CALL	MESSURTHSHIRE	Brit. str.	10th May	H. R. Hetherington	JARDINE, MATHESON & CO., LD.	On 13th inst.
LONDON & BOMBAY via USUAL PORTS OF CALL	NOVARA	Brit. str.	10th May	H. R. Hetherington	P. & O. S. N. Co.	On 2nd June, at Noon.
GENOA & LONDON	CITY OF LINCOLN	Brit. str.	10th May	J. McGregor	SEAWAY, TONES & CO.	On 6th June.
MARSEILLES via PORTS	GLORIFFER	Brit. str.	10th May	J. McGregor	SEAWAY, TONES & CO.	On 22nd inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	PORTROS	Brit. str.	10th May	R. White	THE BANK LINE, LIMITED	About 5th June.
VICTORIA & TACOMA via MANILA, &c.	JESERIC	Brit. str.	10th May	K. Hori	OSAKA SHOSEN KAISHA	To-day at 3 p.m.
MEXICAN, PANAMA & OCEAN PORTS via JAPAN	CHICAGO MARU	Jap. str.	10th May	T. Kusano	NIPPON YUSEN KAISHA	On 16th inst., at 4 p.m.
SAN FRANCISCO via MANILA, JAPAN, &c.	KAMAKURA MARU	Jap. str.	10th May	A. G. Stevens	TOYO KISEN KAISHA	On 16th inst., at 10.30 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN	SHIMO MARU	Jap. str.	10th May	A. G. Stevens	TOYO KISEN KAISHA	About 20th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	SHIMO MARU	Jap. str.	10th May	T. Chiba	TOYO KISEN KAISHA	On 31st inst., at Noon.
AUSTRALIAN PORTS via TIMOR	EMPEROR OF RUSSIA	Brit. str.	10th May	D. Dixon	CHINA MAIL S.S. CO. LTD.	On 23rd June.
AUSTRALIAN PORTS via MANILA	MONTEALE	Brit. str.	10th May	A. J. Hallay	CANADIAN PACIFIC O. S. LD.	On 17th inst.
KAGASAKI, KOBE & YOKOHAMA	ST. ALBANS	Brit. str.	10th May	H. E. Hamilton	GIBB LIVINGSTON & CO.	On 28th June, at 11 a.m.
YOKOHAMA, KOBE & MOJI	TAITAN	Brit. str.	10th May	Yoshihara	SEAWAY, TONES & CO.	On 20th inst.
YOKOHAMA, KOBE & MOJI	AKI MARU	Jap. str.	10th May	R. Whaler	NIPPON YUSEN KAISHA	On 16th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI	TAMBO MARU	Jap. str.	10th May	K. Ogasawara	JARDINE, MATHESON & CO., LD.	On 17th inst.
YOKOHAMA, KOBE & MOJI	YUNORU MARU	Jap. str.	10th May	K. Higo	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
YOKOHAMA, KOBE & MOJI	OKAWA MARU	Jap. str.	10th May	T. A. Mitchell	NIPPON YUSEN KAISHA	On 13th inst.
YOKOHAMA, KOBE & MOJI	NOVARA	Brit. str.	10th May	H. R. Hetherington	JARDINE, MATHESON & CO., LD.	On 16th inst., at D'light.
YOKOHAMA, KOBE & MOJI	TITANIC	Brit. str.	10th May	B. Kon	P. & O. S. N. Co.	On 11th inst.
YOKOHAMA, KOBE & MOJI	ANDRE LEBON	Brit. str.	10th May	S. Bichan	JARDINE, MATHESON & CO., LD.	About 17th inst.
YOKOHAMA, KOBE & MOJI	KATORI MARU	Jap. str.	10th May	A. Kobayashi	NIPPON YUSEN KAISHA	On 18th inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI	NYANZA	Jap. str.	10th May	J. S. Thomson	P. & O. S. N. Co.	About 30th inst.
YOKOHAMA, KOBE & MOJI	SOHYU MARU	Jap. str.	10th May	J. W. Evans	OSAKA SHOSEN KAISHA	On 10th inst., at 9 a.m.
YOKOHAMA, KOBE & MOJI	HAICHING	Brit. str.	10th May	W. Walker	DOUGLAS LAFAR & CO.	On 18th inst., at 2 p.m.
YOKOHAMA, KOBE & MOJI	LOONGSANG	Brit. str.	10th May	W. M. Manly	DOUGLAS LAFAR & CO.	On 20th inst., at 3 p.m.
YOKOHAMA, KOBE & MOJI	YAN	Brit. str.	10th May	J. S. Thomson	SEAWAY, TONES & CO.	To-morrow, at 4 p.m.
YOKOHAMA, KOBE & MOJI	YUNORU MARU	Jap. str.	10th May	J. S. Thomson	SEAWAY, TONES & CO.	On 13th inst., at 4 p.m.
YOKOHAMA, KOBE & MOJI	SHINKO MARU	Jap. str.	10th May	Sasakai	OSAKA SHOSEN KAISHA	To-morrow, at 7 a.m.
YOKOHAMA, KOBE & MOJI	KIRIN MARU	Jap. str.	10th May	R. S. Anderson	NIPPON YUSEN KAISHA	To-day.
YOKOHAMA, KOBE & MOJI	YATSHING	Brit. str.	10th May	J. S. Thomson	JARDINE, MATHESON & CO., LD.	On 10th inst., at 3 p.m.
YOKOHAMA, KOBE & MOJI	YIPANAN	Brit. str.	10th May	J. S. Thomson	JARDINE, MATHESON & CO., LD.	On 17th inst.
YOKOHAMA, KOBE & MOJI	SUNGKIANG	Brit. str.	10th May	J. S. Thomson	SEAWAY, TONES & CO.	On 1st inst., at 10 a.m.
YOKOHAMA, KOBE & MOJI	LOONGSANG	Brit. str.	10th May	D. W. Ebbels	JARDINE, MATHESON & CO., LD.	To-morrow, at 8 a.m.
YOKOHAMA, KOBE & MOJI	TAKSANG	Brit. str.	10th May	B. Knight	JARDINE, MATHESON & CO., LD.	On 16th inst., at 8 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"LOKHSANG"	Tuesday, 9th May, 8 a.m.
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Wednesday, 10th May, 3 p.m.
YOKOHAMA, KOBE & MOJI	"KUMSANG"	Wednesday, 10th May, 3 p.m.
HOIHOW & HAIPHONG	"YUENSANG"	Saturday, 13th May, 8 a.m.
MANILA	"FOOKSANG"	Saturday, 13th May, 8 p.m.
KOBE & MOJI	"FOOKSANG"	Tuesday, 16th May, D'light.
MANILA	"LOONGSANG"	Saturday, 20th May, 3 p.m.

RETURN TOURS TO JAPAN.

The steamers "KUMSANG," "NAMESANG," "KASANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when suitable, inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihai.
 Taking cargo on Through Bills of Lading to Katat, Lahad Dato, Singapore, Dewas, Umkan, Jemelon and Labuan.
 Telephone No. 215.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.
 Hongkong, 8th May, 1916. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215.

AGENTS

Hongkong, 16th April, 1916.



PROJECTED SAILINGS FROM HONGKONG,

(Subject to Change Without Notice)

HOMeward.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON	"MERIONETHSHIRE"	On 13th May.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215. Box, Ex. 10.

Hongkong, 16th April, 1916.

CANADIAN PACIFIC OCEAN SERVICES LIMITED



FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.
 CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE and YOKOHAMA.
 In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
 16,800 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
 "EMPRESS OF JAPAN"—REDUCED FIRST CLASS FARES.
 "MONTEAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.
 "EMPRESS OF RUSSIA" 17 MAY
 "EMPRESS OF JAPAN" 21 MAY
 "EMPRESS OF ASIA" 14 JUNE
 "MONTEAGLE" 28 JUNE
 "EMPRESS OF RUSSIA" 12 JULY
 "EMPRESS OF JAPAN" 26 JULY
 "EMPRESS OF ASIA" 9 AUG.
 "MONTEAGLE" 30 AUG.
 For further information, callings, Guide Books, etc., please apply to
 J. H. WALLACE, General Agent, Hongkong. B. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE NOVARA	Capt. H. R. Hetherington, R.N.R.	10th May	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO (PORT SAID) and MARSEILLES.	Capt. G. Manley	19th May	Connecting at Colombo with Mail s.s. "Karnak."
SHANGHAI, MOJI, KOBE NYANZA	Capt. S. Barcham	30th May	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID, NOVARA	Capt. H. R. Hetherington, R.N.R.	2nd June	Connecting at Colombo with Mail s.s. "Moroc."

WIRELESS OF ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR,

P. & O. S. N. Co.'s Office.

Hongkong, 8th May.

Acting Superintendent.

[1]

VESSELS ON THE BERTH CANADIAN PACIFIC OCEAN SERVICES LTD.

(PACIFIC SERVICE)

THE Steamship "EMPRESS OF RUSSIA" will be despatched from Hongkong at Noon on WEDNESDAY, 17TH MAY.

for VANCOUVER via Usual Ports of Call. Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

J. H. WALLACE, General Agent, Hongkong, 5th May, 1916. [562]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship "NANKIN."

Captain G. Manley, carrying His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 19th May, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "KARNALA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valerians and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "CALDONIA," due in London about the 14th July, 1916. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. V. D. PARR, Acting Superintendent, Hongkong, 8th May, 1916. [1]

E.S. "CACIQUE"

(American Registry).

MESSRS. W. R. GRACE & Co.'s fine new

American Steamer "CACIQUE" will be despatched for SAN FRANCISCO

from Hongkong on or about May 20th, 1916.

For full information regarding freight bookings and rates apply to—

CHINA MAIL S.S. Co., Ltd., Agents.

Hongkong, 2nd May, 1916. [651]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON

THE Steamship "GLENIFFER."

Captain J. McGregor, will be despatched for the above port on MONDAY, 22nd May, 1916. For freight, passage and further information, apply to

SHEWAN, TOMES & Co., Agents, Hongkong, 8th May, 1916. [404]

FOR SAN FRANCISCO.

THE fine new American Steamship "FLORIDIAN"

will be despatched about 30th May, taking cargo for San Francisco and for Overseas Ports in the United States.

DODWELL & Co., Ltd., Agents, Hongkong, 30th March, 1916. [462]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE S.S. "CHIYO MARU," stranded on Tanakan Island on the 31st March, 1916, having, with all cargo on board, become a total loss, the consignees are hereby notified to produce at the Local Office of the Company full set of Bills of Lading for certification of loss and countersignature.

(Sd.) J. DOI, Acting Agent, Hongkong, 8th May, 1916. [669]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KUMSANG"

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG PROPOSED SAILING Connecting with FROM COLOMBO.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and offering the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIC" About 5th June.

For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON "CITY OF LINCOLN" On 6th June.
LONDON & SWANSEA "CITY OF BOMBAY" On 12th June

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

or to HARRIS & Co., CANTON.

General Agents

Hongkong 11th April, 1916.

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C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

MANILA, ORBU and ILOILO "TEAN" On 9th May, 4 P.M.
HAIPHONG "SUNGKIANG" On 11th May, 10 A.M.

DIRECT SAILINGS TOWARD RIVER. Twice Weekly.
SS. "LINTAN" and SS. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation, Amplest Electric Fans fitted; Extra State-rooms on Deck, etc., on "TAMING" and "TEAN."
SS. "SHANGHAI" LINE—PASSENGERS, MAILS and CARGO.
SS. "ANILU," "OBEVAN," "LUCHOW," "YINGCHOW," "SHANTUNG," "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 8th May, 1916. Telephone 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in saloons and Saloons and Excellent cuisine.

SWATOW, AMOY AND FOOCOW AND RETURN.

Occurring at 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING

"HAITAN" ... Capt. J. S. Thomson ... FRIDAY, 12th May, at 2 P.M.
"HAIPHONG" ... Capt. J. W. Evans ... TUESDAY, 16th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

General Managers

Hongkong, 5th May, 1916.

P. & O. S. N. CO.**ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
COLOMBO	Now Friday	Str. from COLOMBO	1916	1916
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 2	MOREA	July 2	July 10
NAGAYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	July 30	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 28	Through Steamer	Sept. 7	Sept. 14
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

NOVARA ... WEDNESDAY, 10th May.
NYANZA ... TUESDAY, 30th May.
NAGAYA ... SATURDAY, 3rd June.
NELLORE ... SATURDAY, 17th June

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO
AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Hongkong about	Leave S'pore about	Due at Marseilles, if calling about	Due at London about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARK,
Acting Superintendent.

NIPPON YUSEN KAISHA.**THE JAPAN MAIL STEAMSHIP CO.**

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE:
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ KAGA MARU Capt. Tanaka	12,300	THURSDAY, 18th May, at No. 2
	\$ KAMO MARU Capt. Shimizu	16,000	TUESDAY, 7th June, at Noon.
VICTORIA, B.O. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHANGHAI and YOKOHAMA	\$ KAMAKURA MARU Capt. T. K. sin	12,000	TUESDAY, 16th May, at 4 P.M.
	\$ YOKOHAMA MARU Capt. Shiho	12,300	WEDNESDAY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, BANGALANGA, THURSDAY, ISLAND, TOWNSVILLE and BRISBANE	\$ AKI MARU Capt. Yoshitawa	12,500	TUESDAY, 16th May, at 11 A.M.
	\$ TANGO MARU Capt. Toyoda	13,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGALANGA	\$ JINSEN MARU Capt. Takahashi	8,000	FRIDAY, 12th May.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	\$ KIRIN MARU Capt. Sasaki	8,000	MONDAY, 8th May.
KOBE and YOKOHAMA	\$ CEYLON MARU Capt. Higo	10,000	SATURDAY, 12th May.
MOJI and KOBE	\$ YETOHOFU MARU Capt. K. Ogura	8,800	SATURDAY, 20th May.
NAGASAKI, KOBE and YOKOHAMA	\$ TANGO MARU Capt. Takino	13,500	SATURDAY, 13th May, at 10 A.M.
SHANGHAI and KOBE	\$ KATORI MARU Capt. B. Kim	4,000	THURSDAY, 18th May, at 10 A.M.

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SHIYO MARU	22,000	21 knots	WED, 31st May Noon.
DAIREN MARU	9,000	13 knots	SATUR, 3rd June Noon.
JINYO MARU	8,000	12 knots	MON, 26th June Noon.
PERSIA MARU	9,000	14 knots	TUES, 4th July 10.30 A.M.
KWANTO MARU	6,000	12 knots	SATUR, 8th July Noon.
KIYO MARU	17,200	14 knots	TUES, 11th July Noon.

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† Omitting Shanghai and Nagasaki.

* Omitting Manila and Moji.

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FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"SHINKOKU MARU" ... TUESDAY, 9th May, at 7 A.M.

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FOR TAMSUI, KEELUNG AND ANPING, TAKAO,

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"SOSEU MARU" ... WEDNESDAY, 10th May, at 9 A.M.

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Hongkong, 1th April, 1916.

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